

COUNTY COUNCIL OF BEAUFORT COUNTY
ADMINISTRATION BUILDING
BEAUFORT COUNTY GOVERNMENT ROBERT SMALLS COMPLEX
100 RIBAUT ROAD
POST OFFICE DRAWER 1228
BEAUFORT, SOUTH CAROLINA 29901-1228

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GERALD W. STEWART
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DEPUTY COUNTY ADMINISTRATOR
SPECIAL COUNSEL

THOMAS J. KEAVENY, II
COUNTY ATTORNEY

SUZANNE M. RAINEY
CLERK TO COUNCIL

AGENDA
PUBLIC FACILITIES COMMITTEE

Monday, September 21, 2015

4:00 p.m.

Conference Room, Building 3
Beaufort Industrial Village
104 Industrial Village Road, Beaufort

Committee Members:

Gerald Dawson, Chairman
Roberts "Tabor" Vaux, Vice Chairman
Cynthia Bensch
Rick Caporale
Steve Fobes
Alice Howard
William McBride

Staff Support:

Colin Kinton, Division Director
Transportation Engineering
Eric Larson, Division Director
Environmental Engineering
Robert McFee, Division Director
Facilities and Construction Engineering

1. CALL TO ORDER – 4:00 P.M.
2. AN ORDINANCE TO AUTHORIZE THE COUNTY ADMINISTRATOR TO EXECUTE A QUIT CLAIM DEED FOR A PORTION OF LOWEN DRIVE, PORT ROYAL ISLAND, SOUTH CAROLINA ([backup](#))
3. AN ORDINANCE TO ESTABLISH A NEW BEAUFORT COUNTY TRANSPORTATION COMMITTEE WITH MEMBERS BEING APPOINTED BY COUNTY COUNCIL RATHER THAN THE LEGISLATIVE DELEGATION ([backup](#))
4. REMOVAL OF THE UNPAVED SECTION OF STROBAN ROAD, GARDENS CORNER FROM THE COUNTY DIRT ROAD MAINTENANCE INVENTORY ([backup](#))
5. CONSTRUCTION ENGINEERING INSPECTION AND CONSTRUCTION MANAGEMENT SERVICES FOR SC 170 WIDENING – JULY 2015 ([backup](#))
6. U.S. HIGHWAY 278 OVERLAY COST SHARING WITH SCDOT ([backup](#))
7. DISCUSSION / OWNERSHIP OF YARD FARM ROAD, ST. HELENA ISLAND
8. CONSIDERATION OF REAPPOINTMENTS AND APPOINTMENTS
 - A. Seabrook Point Special Purpose Tax District
9. ADJOURNMENT

2015 Strategic Plan Committee Assignments

Law Enforcement Center Study
Windmill Harbour Entrance Solution and Funding
Bridge Replacement Plan
Sidewalks / Biking in Rural Areas Plan and Funding



ORDINANCE NO. _____

**AN ORDINANCE TO AUTHORIZE THE COUNTY ADMINISTRATOR
TO EXECUTE A QUIT CLAIM DEED FOR A PORTION OF LOWEN DRIVE,
PORT ROYAL, SOUTH CAROLINA**

WHEREAS, Beaufort County is not the owner of record of real property located on in Port Royal, Beaufort County, South Carolina described with more specify as all that certain piece, parcel or tract of land, with improvement thereon, situate, lying and being in a portion of Lowen Drive beginning at the easternmost intersection of Lowen Drive and Bay Pines Road (S-7-594), and terminating at the western property line of the parcel owned by the New Covenant Fellowship Ministry of Beaufort (“NCFM”); and

WHEREAS, NCFM petitioned the Court of Common Pleas for the 14th Judicial Circuit requesting the County abandon and vacate the portion of the Lowen Drive as described above; and

WHEREAS, Beaufort County Council determined it did not own a Right of Way, or have a recorded easement for the portion of Lowen Drive at issue; and

WHEREAS, Beaufort County Council determined that it would not be adversely affected by the abandonment and that the abutting property owners would not lose access to Bay Pine Road; and

WHEREAS, the Public Services Committee approved the abandonment request of the petitioner on May 21, 2007; and

WHEREAS, Beaufort County Council has determined that it is in the best interests of the citizens of Beaufort County to authorize the County Administrator to execute a quit claim deed as to the above described property; and

WHEREAS, S.C. Code Ann. § 4-9-130 requires that the transfer of any interest in real property owned by the County must be authorized by the adoption of an Ordinance by Beaufort County Council.

NOW, THEREFORE, Be it Ordained by Beaufort County Council that the County Administrator is authorized to execute a quit claim deed for all that certain piece, parcel or tract

of land, with improvement thereon, situate, lying and being in a portion of Lowen Drive beginning at the easternmost intersection of Lowen Drive and Bay Pines Road (S-7-594), and terminating at the western property line of the parcel owned by the New Covenant Fellowship Ministry of Beaufort (“NCFM”)..

**ADOPTED BY BEAUFORT COUNTY COUNCIL, BEAUFORT, SOUTH CAROLINA,
ON THIS _____ DAY OF _____, 2015.**

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
D. Paul Sommerville, Chairman

APPROVED AS TO FORM:

Thomas J. Keaveny, II County Attorney

ATTEST:

Suzanne M. Rainey, Clerk to Council

First Reading:

Second Reading:

Public Hearing:

Third and Final Reading:

ORDINANCE No. _____

AN ORDINANCE OF BEAUFORT COUNTY COUNCIL ESTABLISHING THE
COUNTY TRANSPORTATION COMMITTEE AND AMENDING CHAPTER 2, ARTICLE V BY ADDING DIVISION 4

WHEREAS, Standards that are underscored shall be added text and Standards that are ~~line through~~ shall be deleted text.

WHEREAS, Beaufort County Council by resolution dated April 13, 2015 requested the Beaufort County Legislative Delegation adopt a resolution to abolish the County Transportation Committee ("CTC") and devolve its powers and duties to Beaufort County Council; and

WHEREAS, pursuant to S.C. Code Ann. § 12-28-2740(O), the legislative delegation of a county may by resolution abolish the county transportation committee and devolve its powers and duties on the governing body of the county, and the Beaufort County Legislative Delegation ("county delegation");

WHEREAS, on June 29, 2015 the county delegation resolved that, pursuant to the state statutory authority and as of the effective date of January 1, 2016 the presently constituted CTC shall be abolished and its powers and duties devolved upon the Beaufort County Council subject to certain stated terms and conditions;

WHEREAS, Beaufort County shall pass an ordinance with an effective date of January 1, 2016 creating a new 11 member CTC that is comprised of one resident member from each of the 11 county council districts; and

WHEREAS, if Beaufort County Council shall not have passed the referenced ordinance and made the referenced 11 appointments on or before January 1, 2016, then the resolution of the county delegation abolishing the presently constituted CTC and the devolution of its authority shall be null and void; and

NOW, THEREFORE, BE IT ORDAINED by Beaufort County County Council that there is hereby created the Beaufort County Transportation Committee that shall be organized and operated according to the following Charter Provisions:

Section 1 The name of the organization shall be known as the Beaufort County Transportation Committee.

Section 2 The Committee shall be comprised 11 members including one resident member from each of the county council districts.

Section 3 The board shall be governed by the laws as set forth in Division 1, Section 2 – 191 through 2 -198 of the Beaufort Count Code of Ordinances.

Section 4 The members shall elect a Chairman from its membership

Section 5 The purpose of the committee is to formulate a a county transportation plan, provide program management, approve expenditure of "C" fund in compliance with S.C. Code Ann.§ 12-28-2740, and make annual reports to the SCDOT of expenditures in accordance with S.C. Code Ann. § 12-28-2740(D).

This ordinance shall become effective as of January 1, 2016

Adopted this ____ day of ____, 2015.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
D. Paul Sommerville, Chairman

APPROVED AS TO FORM:

Thomas J. Keaveny, II, County Attorney

ATTEST:

Suzanne M. Rainey, Clerk to Council

First Reading:

Second Reading:

Public Hearing:

Third and Final Reading:



COUNTY COUNCIL OF BEAUFORT COUNTY
BEAUFORT COUNTY ENGINEERING DEPARTMENT
104 Industrial Village Road, Building #3, Beaufort, SC 29906
Post Office Drawer 1228, Beaufort, SC 29901-1228
Telephone: 843-255-2700 Facsimile: 843-255-9420

TO: Councilman Gerald Dawson, Chairman, Public Facilities Committee

VIA: Gary Kubic, County Administrator *GKubic*
Thomas Keaveny, County Attorney *TK*

FROM: Robert McFee, PE, Division Director of Construction Engineering and Facilities *Robert McFee*

SUBJ: **Removal of the Unpaved Section of Stroban Road from the County Dirt Road Maintenance Inventory**

DATE: September 14, 2015

BACKGROUND. Stroban Road is located in northern Beaufort County near Gardens Corner. Although the Public Works Department has maintained the dirt portion of Stroban Road (1.73 miles in length) for over twenty years, the County does not own the right-of-way, nor does it have an easement. Moreover, because this unpaved portion is located entirely within property owned by a single entity, the Nemours Plantation Wildlife Foundation, it fits the definition of a private driveway adopted by County Council in Policy Statement 17.

The Foundation, through its representative, Dr. Ernie Wiggers, has requested that the County remove Stroban Road from the maintenance inventory and abandon any interest it may have in the roadway.

Staff believes this request to be reasonable. (1) The County does not own the right-of-way. (2) Neither the public nor the County would be harmed by abandoning its tenuous interest in this 1.73 mile dirt road.

FOR ACTION. Public Facilities Committee on September 21, 2015.

RECOMMENDATION. This agenda item is presented for informational purposes only. No action is required by the Public Facilities Committee.

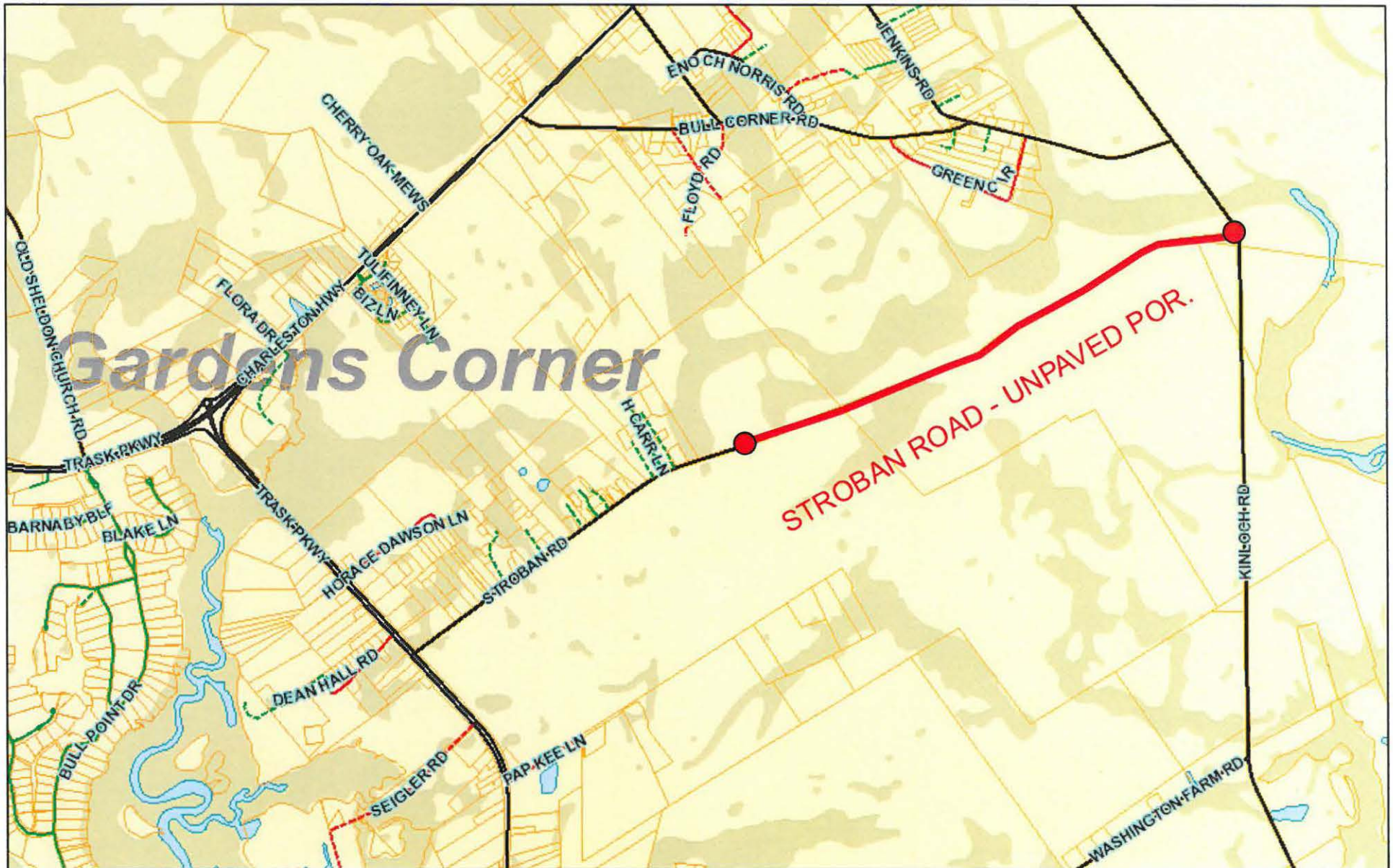
JRM/EWK/mjh

Attachments: 1) Location Map
2) Correspondence (e-mail)
3) Policy Statement 17

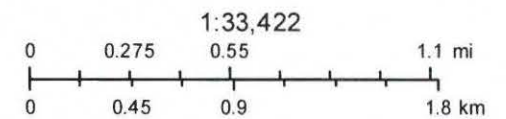
cc: Eddie Bellamy

roads/RemoveCtyMaint/Stroban

STROBAN ROAD



September 16, 2015



March 17, 2015

Eric Klatt
Beaufort County Engineering Dept.
R/W Manager

Dear Mr. Klatt:

Thank you for considering out request to close the portion of Stroban Rd that passes through Nemours Plantation. I will highlight the reasons for making this request. First, this portion of road does not provide critical access to any homes or businesses except for Nemours Plantation and Sidney Peoples' family who live on Herman Rd. I have discussed the road closing with Mr. Peoples and he is ok with the proposal. Therefore, the stretch of road under consideration for closure is very isolated and does not provide critical access to the general public. However, because it is isolated it seems to be well used for illegal activity. This includes trash dumping, poaching wildlife, a lover's lane of sorts (we find abundant evidence in the trash tossed from the parked cars), and abandoning and setting on fire stolen vehicles.

The trash dumping goes beyond the typical fast-food paper bags and soda bottles to include large household items such as TVs and furniture (See attached photos). We call the county periodically to remove these items, but they are quickly replenished with new items. Sometimes it seems individuals bring an entire pickup load of trash and dump it in the ditch or just kick it out on the road. To add to our irritation, there are 2 county maintained convenience centers at Lebeco and Big Estates within 5 miles of Stroban.

One of the missions of the Nemours Wildlife Foundation is to conduct scientific studies involving wildlife, and we have animals marked with radio-transmitters so we can follow their moments. Through this work we have fairly good evidence some of our animals have been poached and removed by road hunters. We also find carcasses of deer in our fields and woods not too far from Stroban road and they appear to have been shot but were not recovered.

During my 15 years here I can recall at least 6 occasions where stolen vehicles have been abandoned along Stroban and set on fire. One occurred within the past several months and I have included a photo showing where the car was abandoned. In another incident a few years ago a front-end loader/backhoe tractor was stolen from the Marine Corps Air Station and eventually abandoned and set on fire on Stroban. We have been fortunate these fires have not resulted in a destructive wild fire.

Further, Stroban Rd seems to receive a great deal of vehicle traffic from people who do not live on this road. We have observed vehicles speeding on this road while using it as a short-cut between Hwy 21 and Kinloch Rd. Unfortunately in late 2014, a young man was killed on Stroban one night when he lost control in the loose sand and was ejected from the vehicle.

In addition, Nemours Wildlife Foundation was named in a lawsuit about 10 years ago involving a traffic accident when a school bus pulled out from Stroban Rd onto Kinloch Rd and was struck by an oncoming truck. Fortunately, no students were seriously injured, but Nemours and possibly the county found themselves in a lawsuit. That particular intersection occurs on a curve and oncoming traffic is difficult to detect. I was under the impression the county school system stopped buses from traveling through Stroban Rd because of this dangerous intersection but last week I saw a school bus traveling this exact route. The intersection of Stroban Rd and Kinloch Rd is not well designed and accidents will continue to occur there.

There is really no compelling reason for the county to maintain this portion of Stroban Rd for public traffic. In fact, closing this road could save lives. The Stroban Rd/Kinloch Rd intersection is

dangerous by any highway standards. By making Stroban Rd a dead-end road from Hwy 21, this should reduce the vehicle traffic using this section of road. This part of Stroban has numerous homes on it and kids often are riding their bicycles and other toys on Stroban as they move between driveways. I have always been concerned about cars traveling this road too fast and not being aware of the children playing nearby. If Stroban was a dead-end rather than a throughway I suspect traffic volume in front of these homes would be reduced.

I have attached a map showing the site where I would like the road closed designation to occur. This is at the boundary of the Nemours property. One reason for putting the road closure here is to eliminate cars turning around in the driveway of one of our staff's houses which occurs at 238 Stroban Rd. Also, we frequently house visiting students at 239 Stroban Rd and for safety reason it would be desirable to not have public access to this building. There are strong compelling security reasons to close the road at the point indicated on the map.

If the road is closed at the site suggested we will erect an electronic gate at this site which will be closed at all times. The gate will have coded access capability and Sidney Peoples and his family will be given separate codes to provide them unlimited access (I have discussed this with Mr. Peoples). Near the Stroban Rd/Kinloch Rd intersection we will erect a gate that will be locked with a pad lock and only our staff will have access at this point.

If I can answer any additional questions, contact me.

Ernie P. Wiggers, President & CEO
Nemours Wildlife Foundation
161 Nemours Plantation Rd
Yemassee, SC 29945
843-846-2539 ofc
843-986-2568 m
ewiggers@nemourswildlife.org

Policy Statement
PS-17

POLICY FOR THE ACCEPTANCE OF PRIVATE ROADS

Policy Statement (PS-15), adopted by County Council on July 28, 2003, outlined the County's policy with regard to "Working on Private Property". As a related issue, Policy Statement-15 (PS-15) also outlines a general procedure for qualifying and accepting private roads into the County's road maintenance inventory.

The demand for private road acceptance has grown significantly since the adoption of PS-15. County Council recognizes the necessity of treating private road acceptance as a separate issue, and wishes to clarify and refine the acceptance procedure. The new policy set forth herein, is intended to supersede only those portions of PS-15 that deal with the acceptance of private roads and the definitions of "private road" and "private driveway".

Definitions:

1. Private road: a road, street or other vehicular pathway, paved or unpaved, that is owned and maintained by a non-governmental body (e.g., private individual or individuals), property owners association, developer, etc., and that has not been designated for public use.
2. Private driveway: a vehicular pathway where ownership of the land abutting both sides of such pathway is the same.
3. Dwelling unit: any residential unit, including detached, single-family dwellings, townhouse units, condominium units, individual apartments, and mobile homes. Dwellings may be owner-occupied or rental units

Qualifying Requirements

To be considered for acceptance, a private road must meet each of the four criteria listed below:

1. Not a "private driveway as defined above
2. Directly accessible by a public road
3. Serve at least six (6) dwelling units
4. Property owners must submit a "Road Acceptance Application" as outlined below.

Road Acceptance Application

1. Submission of written application (petition): any property owner with land abutting a private road may request a "Road Acceptance Application" from the County Engineering Division:

- (a) Requests will be forwarded to the R/W Manager who will return an application form and a list of the names and mailing addresses of the abutting property owners;
 - (b) It will be the applicant's responsibility to have each and every owner sign the application and then return the completed document to the R/W Manager. One hundred percent (100%) participation on the part of the property owners is required for acceptance consideration;
 - (c) The R/W Manager will ensure that all necessary signatures have been obtained. He/she will notify the applicant of any deficiencies.
2. The completed application indicates the property owners' willingness to:
- (a) Donate that amount of land needed to assemble a 50-foot wide right-of-way. A lesser right-of-way may be considered if it can be demonstrated that it is not feasible to assemble a full 50' right-of-way;
 - (b) Donate any existing or proposed drainage easements that the Public Works Department considers necessary for adequate drainage;
 - (c) Have the road designated for public use.
3. The completed application also indicates the property owners' permission for County employees to enter their property, as necessary, for the purpose of inspecting the existing roadway, assessing drainage needs, and surveying the proposed 50' right-of-way.

Right-Of-Way Deeds

When it is determined that an application has been properly executed, the R/W Manager will prepare the necessary right-of-way deeds. Each deed will reference the County's survey of the proposed 50' right-of-way. The deeds will be mailed to the property owner at the address used by the County Treasurer for property tax mailings. All deeds must be properly executed and returned to the R/W Manager.

Road Inspection

R/W Manager will determine the length of the road and the number of discrete dwelling units served by the road. He/she will pass this information on to the Public Works Director, whose staff will conduct an inspection of the existing roadway for the purpose of assessing needed repairs, drainage adequacy, and the estimated cost of bringing the road up to acceptable condition. A summary of these findings, along with comments and recommendations, will be returned to the R/W Manager.

Public Facilities Committee Agenda Item

The R/W Manager will prepare an agenda item summarizing all the data regarding the subject road. The agenda item will include the recommendations, if any, of the Engineering Division and Public Works Department.

Public Facilities Committee and County Council

An affirmative vote by simple majority, first by the Public Facilities Committee and then by County Council, is required for road acceptance.

NOW, THEREFORE, BE IT RESOLVED, the Beaufort County Council has approved the Policy for the Acceptance of Private Roads.

Adopted this 28th day of October, 2013.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____



D. Paul Sommerville, Chairman

APPROVED AS TO FORM:



Joshua A. Gruber, Staff Attorney

ATTEST:



Suzanne M. Rainey, Clerk to Council



COUNTY COUNCIL OF BEAUFORT COUNTY
BEAUFORT COUNTY ENGINEERING DEPARTMENT
104 Industrial Village Road, Building #3, Beaufort, SC 29906
Post Office Drawer 1228, Beaufort, SC 29901-1228
Telephone: 843-255-2700 Facsimile: 843-255-9420

TO: Councilman Gerald Dawson, Chairman, Public Facilities Committee

VIA: Gary Kubic, County Administrator *GKubic*
Josh Gruber, Deputy County Administrator *JG*
Alicia Holland, Assistant County Administrator for Finance *AH*

FROM: Robert McFee, PE, Division Director of Construction Engineering & Facilities *JRM*

SUBJ: **Construction Engineering Inspection/Construction Management (CEI/CM) Services for SC 170 Widening Project – July 2015**

DATE: September 15, 2015

BACKGROUND. In 2012, County Council awarded a contract for \$2,030,714 to Infrastructure Consulting & Engineering (ICE) for construction engineering inspection/construction management services (CEI/CM) for the SC 170 Widening Project. Due to the construction delays associated with the SC 170 project, the CEI/CM services needed to be extended. For the month of July 2015, ICE had CEI/CM service charges for the SC 170 widening totaling \$59,709.36. County Engineering Department staff has reviewed these charges and recommend payment.

JH **FUNDING.** SC 170 Widening Sales Tax Project Acct #47010014-54500 with an available balance of \$103,740 at 9/14/15. All CEI/CM services are reimbursable from the SCSIB Grant for this project.

ACTION. Public Facilities Committee Meeting on September 21, 2015.

RECOMMENDATION. That the Public Facilities Committee approve payment of the July 2015 totaling \$59,709.36 CEI/CM Services performed by ICE for the SC 170 Widening Project.

JRM/mjh

Attachment: 1) ICE 8/10/15 Invoice

cc: Colin Kinton



Infrastructure Consulting & Engineering
1691 Turnbull Avenue
North Charleston, SC 29405

Mr. Colin Kinton
Beaufort County Engineering
102 Industrial Village Rd
Bldg 3
Beaufort, SC 29902

August 10, 2015
Project No: 12-21
Invoice No: 1221.33

Project 12-21 SC 170 CEI #07-036938A

Professional Services from July 01, 2015 to July 31, 2015

Phase	FO	Field Office
Task	AD	Admin

Professional Personnel

	Hours	Rate	Amount	
Schwartz, Carol	176.00	19.50	3,432.00	
Totals	176.00		3,432.00	
Total Labor				3,432.00

Reimbursable Expenses

Mileage-Personal Vehicle				
6/25/2015	Schwartz, Carol	SC170 Manager & Progress Meetings	2.26	
7/2/2015	Schwartz, Carol	SC170 Progress Meeting	2.26	
7/9/2015	Schwartz, Carol	meetings	2.26	
7/16/2015	Schwartz, Carol	Progress Meeting	2.26	
Total Reimbursables			9.04	9.04

Additional Fees

Overhead Rate	127.77 % of 3,432.00	4,385.07	
Fee	10.00 % of 7,817.07	781.71	
Total Additional Fees		5,166.78	5,166.78

Total this Task \$8,607.82

Task	IN	Inspection
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Professional Personnel

	Hours	Rate	Amount	
Durham, Michael	164.00	35.50	5,822.00	
Peek, Justin	189.00	19.75	3,732.75	
Whitfield, Roger	18.00	29.00	522.00	
Totals	371.00		10,076.75	
Total Labor				10,076.75

Reimbursable Expenses

Hotel/Lodging				
6/30/2015	Carlton, Frann	Ashton Pointe	1,467.00	
6/30/2015	Carlton, Frann	Ashton Pointe	1,191.00	
7/23/2015	Peek, Justin	SCE&G	132.94	
Total Reimbursables			2,790.94	2,790.94

Project	12-21	SC 170 CEI #07-036938A	Invoice	1221.33
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Unit Billing

12-21 Communication per day				
RW Phone Allowance per Day	2.0 Days @ 3.22	6.44		
Communication				
7/31/2015 J. Peek Cell Phone @ \$70.00		70.00		
7/31/2015 M. Durham Cell Phone @ \$70.00		70.00		
Truck Allowance per day				
RW Vehicle Allowance per Day	2.0 Days @ 40.23	80.46		
Vehicle				
J. Peek Trk Allow @ \$875	1.0 Vehicle @ 875.00	875.00		
M. Durham Trk Allow @ \$875	1.0 Vehicle @ 875.00	875.00		
Total Units		1,976.90		1,976.90

Additional Fees

Overhead Rate	127.77 % of 10,076.75	12,875.06		
Fee	10.00 % of 22,951.81	2,295.18		
Total Additional Fees		15,170.24		15,170.24

Total this Task \$30,014.83

Task PM Project Management

Professional Personnel

	Hours	Rate	Amount	
LeMin, Marc	86.50	65.87	5,697.76	
Totals	86.50		5,697.76	
Total Labor				5,697.76

Reimbursable Expenses

Hotel/Lodging				
6/25/2015 LeMin, Marc Hampton		134.81		
7/24/2015 LeMin, Marc Hilton Garden Inn		169.40		
Prints/Reproductions				
7/16/2015 Docusystems Overages for Copiers		269.54		
Site Office Rent/Utilities				
6/30/2015 Coastal Capital Leasing Beaufort, SC		416.24		
Total Reimbursables		989.99		989.99

Unit Billing

Communication				
7/31/2015 M. LeMin Cell Phone @ \$70.00		70.00		
Mileage Rate				
M. LeMin Mileage	1,432.0 Miles @ 0.56	801.92		
Total Units		871.92		871.92

Additional Fees

Overhead Rate	127.77 % of 5,697.76	7,280.03		
Fee	10.00 % of 12,977.79	1,297.78		
Total Additional Fees		8,577.81		8,577.81

Total this Task \$16,137.48

Total this Phase \$54,760.13

Project	12-21	SC 170 CEI #07-036938A	Invoice	1221.33
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Phase	MO	Main Office
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Task	AD	Admin
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Professional Personnel

	Hours	Rate	Amount	
Besosa, Hollis	1.00	35.58	35.58	
Totals	1.00		35.58	
Total Labor				35.58

Additional Fees

Overhead	164.04 % of 35.58	58.37	
Fee	10.00 % of 93.95	9.40	
Total Additional Fees		67.77	67.77

Total this Task \$103.35

Task	SU	Survey
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Professional Personnel

	Hours	Rate	Amount	
Cummings, Richard	10.50	36.00	378.00	
Hardy, Dustin	10.50	18.50	194.25	
Jones, Ross	1.00	24.04	24.04	
Stroble, Gary	21.00	48.08	1,009.68	
Totals	43.00		1,605.97	
Total Labor				1,605.97

Unit Billing

Mileage Rate			
Survey Mileage	324.0 Miles @ 0.56	181.44	
Total Units		181.44	181.44

Additional Fees

Overhead Rate	164.04 % of 1,605.97	2,634.43	
Fixed	10.00 % of 4,240.40	424.04	
Total Additional Fees		3,058.47	3,058.47

Total this Task \$4,845.88

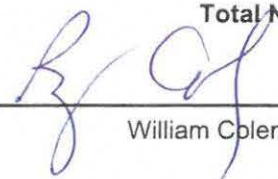
Total this Phase \$4,949.23

Total this Invoice \$59,709.36

Outstanding Invoices

Number	Date	Balance
1221.31	6/9/2015	60,796.93
1221.32	7/13/2015	66,728.49
Total		127,525.42

Total Now Due \$187,234.78


 William Coleman, III, P.E.



COUNTY COUNCIL OF BEAUFORT COUNTY
BEAUFORT COUNTY ENGINEERING DEPARTMENT
104 Industrial Village Road, Building #3, Beaufort, SC 29906
Post Office Drawer 1228, Beaufort, SC 29901-1228
Telephone: 843-255-2700 Facsimile: 843-255-9420

TO: Councilman Gerald Dawson, Chairman, Public Facilities Committee

VIA: Gary Kubic, County Administrator *GK*
Josh Gruber, Deputy County Administrator *JG*
Alicia Holland, Assistant County Administrator for Finance *AH*

FROM: Robert McFee, PE, Division Director for Construction Engineering & Facilities *RM*

SUBJ: **US 278 Asphalt Overlay Cost Sharing with SCDOT**

DATE: September 15, 2015

BACKGROUND. On 2/25/13, Beaufort County Council awarded a contract to R. R. Dawson Bridge Company, LLC, for the construction of Bluffton Parkway Phase 5A Segment 2 roadway and flyover bridges. The total contract award amount was \$36,665,629.96.

As part of the construction of the roadway and flyover bridges, a portion of US 278 from approximately 300 ft west of Fording Island Road Extension to approximately 700 ft east of Fording Island Road Extension will have an asphalt overlay applied. Paved shoulders along US 278 between the ramp tie-ins and the approach to the Bowers Bridge is also included in the project (See Attachment 1). The remaining portion of US 278 from the ramp tie ins to the Bowers Bridge is not in the project scope to be resurfaced as part of the Bluffton Parkway Phase 5A Segment 2 construction.

It should be noted that due to safety concerns and motorists outcry about the poor condition of the existing pavement on US 278 between Fording Island Road Extension intersection and the approach to the Bowers Bridge, full depth patching was added as Change Order 17 to the contract in the amount of \$118,000 as an emergency procurement order to repair the asphalt deterioration.

In March 2015, Beaufort County wrote the SCDOT District 6 Construction Engineer recommending that in the best interest of the traveling public that the remaining portion of the US 278 not set to be resurfaced in the current project be added. The County requested a cost sharing with SCDOT for full depth patching and resurfacing of the remaining portion of US 278 from the end of parkway project to the Bowers Bridge (Attachment 2). In July 2015, SCDOT responded favorably and indicated that \$250,000 would be dedicated (Attachment 3).

The project contractor has agreed to perform this overlay/resurfacing work at a cost of \$544,873 for the addition of full depth patching and resurfacing for the portion of US 278 not included in the construction limits. This cost breakdown is included in Attachment 3. Beaufort County's portion would be \$294,873.

The Engineering Department has reviewed the cost for the additional full depth patching and resurfacing and finds it to be a responsive price. Therefore, it is recommended that a change order to the Bluffton Parkway Phase 5A Segment 2 contract be approved for \$544,873 along with the acceptance of SCDOT's \$250,000 cost sharing proposal for the full depth patching and resurfacing for the portion of US 278 from the Bluffton Parkway Phase 5A Segment 2 construction limit to the Bowers Bridge.

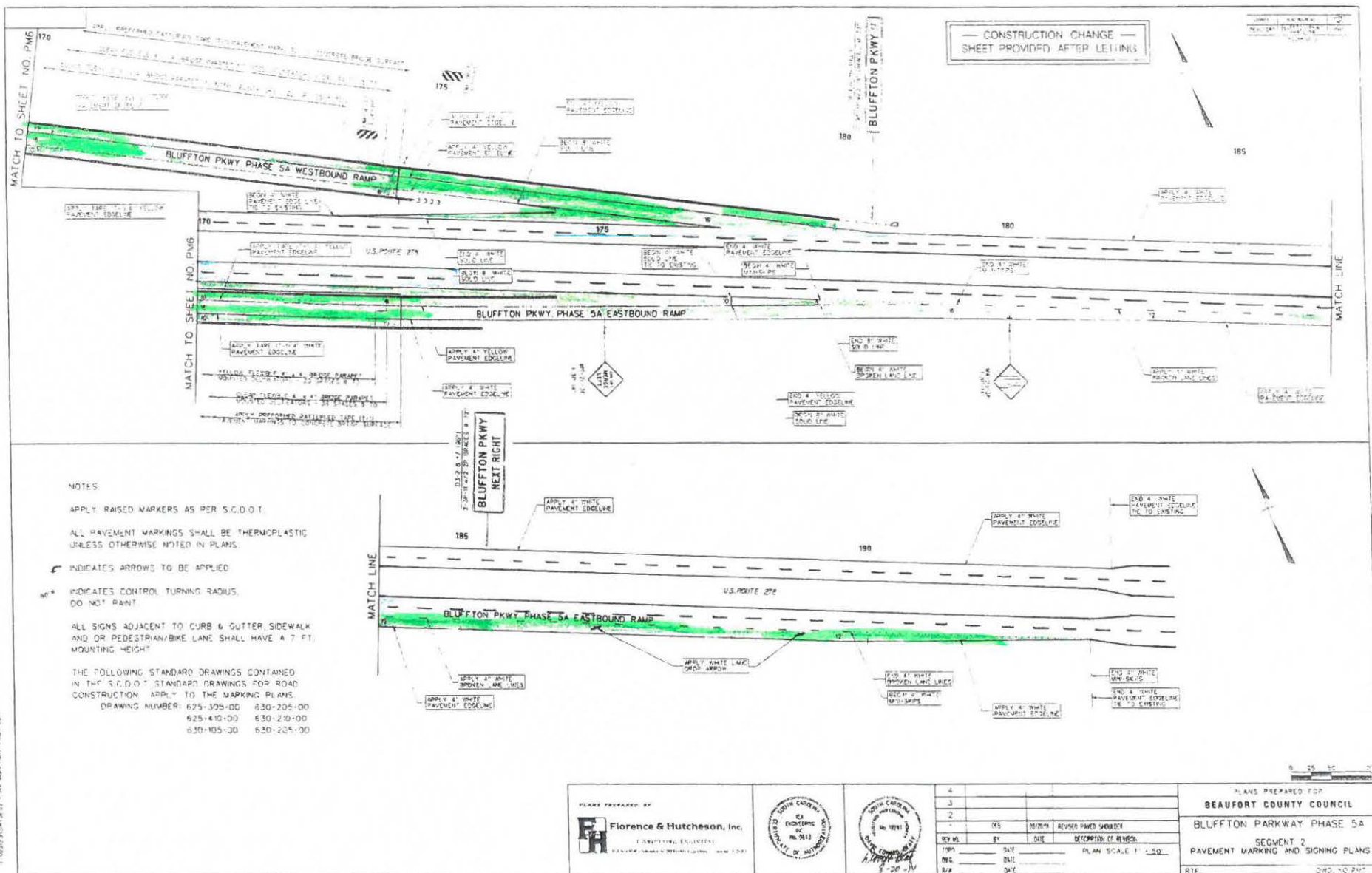
JH **FUNDING.** \$250,000 from SCDOT and \$294,873 from the Bluffton Parkway Phase 5A Segment 2 Sales Tax Account #47010012-54500 with an available budget balance of \$2,758,738.

ACTION. Public Facilities Committee Meeting on September 21, 2015.

RECOMMENDATION. That the Public Facilities Committee approve and recommend to County Council a Change Order to the Bluffton Parkway Phase 5A Segment 2 contract totaling \$544,873 and acceptance of SCDOT cost sharing proposal of \$250,000 for the full depth patching and resurfacing of the remaining portion of US 278 to the Bowers Bridge.

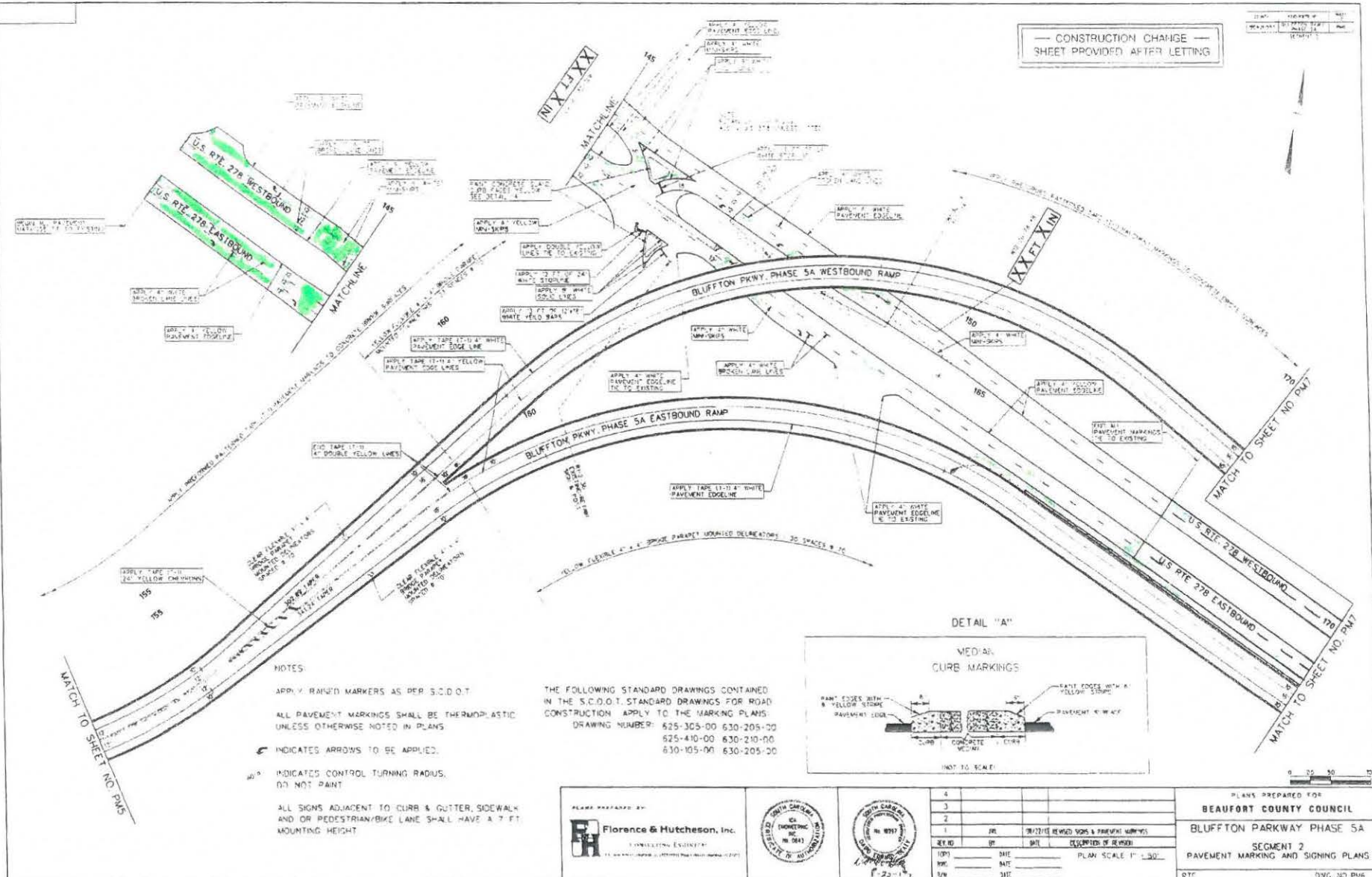
JRM/mjh

Attachments: 1) Construction Plan Sheet
 2) 3/23/15 County Traffic Engineer Ltr
 3) 7/8/15 SCDOT Ltr
 4) F&ME Cost Estimate



— CONSTRUCTION CHANGE —
SHEET PROVIDED AFTER LETTING

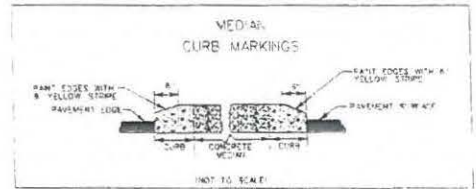
DATE	11/15/11	BY	RTG
REVISION	1	DATE	11/15/11



NOTES:

- APPLY RAISED MARKERS AS PER S.C.O.T.
- ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED IN PLANS
- INDICATES ARROWS TO BE APPLIED.
- INDICATES CONTROL TURNING RADIUS, DO NOT PAINT
- ALL SIGNS ADJACENT TO CURB & GUTTER, SIDEWALK AND OR PEDESTRIAN/BIKE LANE SHALL HAVE A 7 FT MOUNTING HEIGHT.

THE FOLLOWING STANDARD DRAWINGS CONTAINED IN THE S.C.O.T. STANDARD DRAWINGS FOR ROAD CONSTRUCTION APPLY TO THE MARKING PLANS:
DRAWING NUMBER: 625-305-00 630-205-00
625-410-00 630-210-00
630-105-00 630-205-00



PLANS PREPARED BY:
Florence & Hutcheson, Inc.
CONSULTING ENGINEERS
11101 ROUTE 100, SUITE 100, BEAUFORT, NC 28516



4					
3					
2					
1					
REV	BY	DATE	REVISIONS & PREPARED BY	DATE	EXPLANATION OF REVISIONS
1001					
1002					
1003					
1004					
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1010					
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1014					
1015					
1016					
1017					
1018					
1019					
1020					

PLANS PREPARED FOR:
BEAUFORT COUNTY COUNCIL
BLUFFTON PARKWAY PHASE 5A
SEGMENT 2
PAVEMENT MARKING AND SIGNING PLANS
RTG DSG, RD PM6



COUNTY COUNCIL OF BEAUFORT COUNTY
BEAUFORT COUNTY TRAFFIC & TRANSPORTATION
ENGINEERING DEPARTMENT
113 Industrial Village Road, 29906
PO Drawer 1228, Beaufort, SC 29901-1228
Phone: (843) 255-2940 Fax: (843) 255-9443

March 23, 2015

Michael K. Turner, District 6 Construction Engineer
SCDOT
6355-A Fain Blvd
North Charleston, SC 29406

Re: SCDOT & Beaufort County Cost-Sharing US 278 Asphalt Resurfacing
Bluffton Parkway 5A – Segment 2, SCDOT File #: 07.041794

Dear Mr Turner:

As you are aware, Beaufort County is currently working under an SCDOT LPA agreement to construct the Bluffton Parkway Phase 5A Segment 2 project. This bid included improvements to US 278 that include widening and overlay of the existing roadway.

The current contract will overlay a section of US 278 that runs from approximately three-hundred (300) feet west of Fording Island Road Extension to approximately seven-hundred (700) feet east of Fording Island Road Extension. The addition of paved shoulders along US 278 between the ramps tie-ins and Bowers Bridge is also included in the project. (See Attached) The remaining portion of US 278 from the ramps tie-ins to Bowers Bridge is not set to be resurfaced as part of this project.

The condition of the existing asphalt pavement on US 278 between the Fording Island Road Extension intersection and the approach to the Bowers Bridge is in a deteriorated state. The current pavement is experiencing fatigue cracking, rutting, edge cracking, raveling and potholing. The contractor for the Bluffton Parkway Phase 5A Segment 2 project has battled to keep the roadway in a safe and acceptable condition within the project limits.

To address safety concerns and public outcry, Beaufort County has added full depth patching to the current contract. This additional work was added through a change order to repair the condition of the outside westbound lane inside the project construction limits. The majority of the full depth patching work was performed outside the limits of the planned overlay listed above.

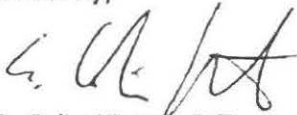
We believe it is in the best interest of the traveling public to include resurfacing of the remaining portion of US 278 as an addition to the current Bluffton Parkway Phase 5A Segment 2 project. This segment of US 278 is all that remains to be resurfaced from previous widening and resurfacing efforts. Beaufort County would like to request cost sharing with SCDOT for the full depth patching and resurfacing of the remaining portion of US 278 to Bowers Bridge. A joint effort between SCDOT and Beaufort County to resurface this portion of US 278 would

Bluffton Pkwy 5A – Segment 2 Cost Sharing
March 23, 2015
Page 2

provide pavement preservation and a renewed structure for the traveling public. This work would be performed under the existing construction contract with RR Dawson Bridge Company.

I am happy to meet and discuss the logistics of this agreement, if necessary. I appreciate your willingness to work together to provide better roads in Beaufort County. If you have any questions and/or comments, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Kinton', written over a horizontal line.

S. Colin Kinton, P.E.
County Traffic Engineer

Attachment

c: Keith Green, SCDOT
Robert McFee, PE, Division Director, Engineering & Infrastructure
Dan Chism, F&ME Project Manager



South Carolina
Department of Transportation


Beaufort County
Berkeley County
Charleston County
Colleton County
Dorchester County
Jasper County

July 8, 2015

Mr. Robert McFee, P.E.
Division Director
Beaufort County Facilities and Construction Engineering
Post Office Drawer 1228
Beaufort, SC 29901-1228

RE: US 278 Asphalt Overlay Cost Sharing Request

Dear Rob:

Thank you for your June 8th letter requesting consideration by SCDOT to partner with Beaufort County to complete the resurfacing along US 278 from the end of the current Bluffton Parkway Phase 5A project to the Bowers Bridge. We have reviewed this section of roadway and found that it is included in the potential candidate list for expenditure of SCDOT funds. The monies that may be available would be part of our FY 2016 Federal Aid allotment for Beaufort County which is being worked up at present. While this section was not originally included in our list of roads for this fiscal year's project, we can delete another similarly ranked section of US 21 and substitute this section. By doing so, we can dedicate \$250,000 towards the extension of this project. Since this money would be from our Federal Aid allotment it will require that all procurement and expenditures meet all Federal requirements. Assuming that the County can meet these requirements since the Bluffton Parkway 5A project is already an approved LPA project and you wish to pursue this arrangement, we will need to amend the IGA to allow us to transfer the additional monies to the County.

If the County would like to pursue this arrangement, please reply with your concurrence and I will have an amendment to the IGA drafted for your review.

Sincerely,



Robert T. Clark
District Engineering Administrator

JMB:jmb

File: D6/JMB

cc: Jim Feda, P.E., Acting Chief Engineer for Operations
Wendell Mulligan, Resident Maintenance Engineer
Joy Riley, P.E., Program Manager

District Six Engineering
6355 Fair Boulevard
North Charleston, SC 29406-4050



Phone (843) 740-1660
Fax (843) 740-1663

AN EQUAL OPPORTUNITY/
AFFIRMATIVE ACTION EMPLOYER

Bluffton Parkway Phase 5A Segment 2: Change Order Report

Pay Item #	Pay Item Description	Unit	Unit Price	Original Bid Qty.	Prev. Approved Qty.	Current CO Qty.	Current Approved Qty.	Original Contract \$	Prev. Revised \$	Current CO \$	Net \$ Change	% Change	New Revised Total \$
1071000	Traffic Control	EA	\$2,200.00	LS	9.00	15.00	19.00	\$100,000.00	\$119,470.00	\$33,000.00	\$52,470.00	52.47%	\$152,470.00
2033000	Borrow Excavation	CY	\$13.82	33825.00	33725.00	191.23	33916.23	\$467,461.50	\$466,079.50	\$2,642.80	\$1,260.80	0.27%	\$468,722.30
4011004	Liquid Asphalt Binder	TONS	\$700.00	380.00	414.00	134.82	548.82	\$266,000.00	\$289,800.00	\$94,374.00	\$118,174.00	44.43%	\$384,174.00
4012060	Full Depth Patching	SY	\$59.00	0.00	2000.00	3702.60	5702.60	\$0.00	\$118,000.00	\$218,453.40	\$336,453.40		\$336,453.40
4020320	Asphalt Type B Intermediate	TONS	\$72.29	2284.00	2374.00	1075.69	3449.69	\$165,110.36	\$171,616.46	\$77,761.63	\$84,267.73	51.04%	\$249,378.09
4030320	Asphalt Type B Surface	TONS	\$73.90	2299.00	2589.00	1434.26	4023.26	\$184,676.10	\$191,327.10	\$105,991.81	\$112,642.81	60.99%	\$297,318.91
6250005	White Broken FD Paint	LF	\$0.09	3264.00	4732.00	15489.96	20221.96	\$293.76	\$425.88	\$1,394.10	\$1,526.22	519.55%	\$1,819.98
6250110	Yellow Solid FD Paint	LF	\$0.08	12465.00	n/a	69158.84	81623.84	\$997.20	n/a	\$5,532.71	\$5,532.71	554.82%	\$6,529.91
6271005	White Broken Thermo	LF	\$0.84	1452.00	n/a	1290.83	2742.83	\$1,219.68	n/a	\$1,084.30	\$1,084.30	88.90%	\$2,303.98
6271074	Yellow Solid Thermo	LF	\$0.74	4230.00	n/a	5163.32	9393.32	\$3,130.20	n/a	\$3,820.86	\$3,820.86	122.06%	\$6,951.06
6300005	RPMs	EA	\$5.25	84.00	n/a	65.00	149.00	\$441.00	n/a	\$341.25	\$341.25	77.38%	\$782.25
8100100	Grassing	ACRES	\$1,323.00	3.90	n/a	0.36	4.26	\$5,159.70	n/a	\$476.28	\$476.28	9.23%	\$5,635.98
										\$544,873.13			

Original Completion Date: Sunday, October 18, 2015
Adjusted Completion Date: Tuesday, December 01, 2015
of Days for This Change Order: 115
New Adjusted Completion Date: Friday, March 25, 2016

General/Standard Change Order Explanation

Cost: US278, within the project limits, has not been overlayed in 10+ years and is exhibiting a high level of weathering, including fatigue cracking. The project adds a paved shoulder and ingress/egress ramps. US278 is on SCDOT STIP for resurfacing. To gain advantage of the project's unit prices, SCDOT agreed to cost-share the overlay of US278.
Time: Current project completion date is December 1, 2015. Due to SCDOT paving restrictions from December 1 to March 1, paving cannot begin until March 1, 2016. Accordingly, 115 days is added to complete this work.

General/Standard Change Order Explanation

Pursuant to Section 104.05 of the Standard Specifications on the above referred-to project, I/we (Prime Contractor) do hereby agree to the unit price stipulated above, for performing the work items listed, as part of my/our contract on this project. The work shall be performed under and in accordance with the specifications and contract requirements of our contract. The compensation and time extension (if any) provided in this supplemental agreement constitute complete satisfaction for all direct, indirect, impact and delay costs relating to this work.

Justification of Cost

*Based upon quantities involved, field conditions & type of construction, these prices are reasonable.

By: _____
Firm: _____

By: _____
Firm: _____